

## CONTINUOUS ROADS.

VALUE OF UNITING SHORT STRETCHES OF GOOD HIGHWAYS.

A Review of the Present Conditions and a Recommendation of the Society for Improvement as Stated by Colossal W. L. Dickinson.

At the recent annual meeting of the Springfield (Mass.) Automobile club Colossal W. L. Dickinson, chairman of the executive committee of the New York and Chicago Road association, spoke as follows on the movement for continuous good roads, says the Municipal Journal and Engineer:

"The movement for better roads is gradually spreading over the entire country. Their value is so universally understood that undoubtedly within a few years nearly every state in the Union will have taken some action toward improving its highways. The good example set by those western states which have given state aid has been followed until seventeen states of the Union have taken steps in imitation of these pioneers. I do not mean to say that all of the seventeen have made large appropriations of money, but they have all provided some state authority to have jurisdiction in the matter of road improvement."

"During the past few years we have been building short stretches of good roads to demonstrate the value of such roads. Their value has been fully established, and their cost cannot be compared with the great benefits derived. The time has now arrived when we should connect these short stretches of roads to make continuous good roads or trunk lines leading across the country in various directions, giving first class roads to the various centers of trade, which will particularly benefit the rural districts."

Hon. James H. MacDonald of Connecticut is the first state highway commissioner to recommend a state appropriation for connecting these links to make continuous good roads. An appropriation for this purpose has been made by the Connecticut legislature.

"With a continuous good road farmers can haul their products to market with a great saving of horses, vehicles and time as compared with a poor road or one which has short sections of good repair with most of it in poor condition. A perfectly good road enables them to deliver their products at any time and take advantage of a favorable market."

"The benefits derived from continuous good roads are of great commercial value to the country, affecting all branches of trade. Reducing the cost of transportation of our products to market results in a reduction of the cost of these products to the consumer. A large percentage of the freight carried by the railroads and on our waterways is first hauled over our common roads. All transportation companies should be greatly interested in the construction of well built roads, capable of being used at all seasons and in all weathers, as such roads would assist in preventing congestion and in equalizing their freight traffic."

"In large cities where roads are good the motor truck is rapidly superseding the dray horse. It is cheaper, more convenient, more efficient, more humane and more cleanly. Large motor trucks are used for freighting purposes and the delivery automobile is used by merchants to deliver their goods. Express companies use them to collect and deliver express matter. Under fair conditions they everywhere seem to perform their work with convenience and efficiency. In the west the farmer uses the traction engine to plow, harrow and seed his land and cut his grain. With the great improvements that are constantly being made in the manufacture of motor vehicles it is fair to assume that the day is not far distant when they will be used by the farmer to carry his products to market. The motor vehicle is certainly already a success, and how long a list of other important uses the future will show no one can predict. The automobile and the farmer should get together and work for good roads."

"There is a growing sentiment throughout the country that the federal government should appropriate money to assist in building trunk lines of roads. Large sums of money have been expended by the national government to improve our waterways, to encourage the building of trunk lines of railroads and to build roads in the Philippines. It would seem as if public convenience and necessity demanded that the same government should equally assist in the internal development of our country by improving the highways. It seems strange that a country which leads the world in progressiveness should allow its roads to get into such a deplorable condition, ours being the only civilized country that has neglected its highways. European countries have national systems of roads, the best features of which could well be copied by this country to its great advantage."

"The different elements favorable to improving our highways should unite and urge favorable action by congress. The people of this country are awakening to the economic importance of this great reform, which in the near future will become our next national work for internal development. It calls for concentrated action, and all those interested in this great problem should do everything in their power to aid the movement for better roads and to insure the construction of a system of highways which will meet the real needs of the country."

## TO AID MAIL CARRIERS.

SUGGESTION OF STATE HIGHWAY COMMISSIONERS FOR IMPROVED HIGHWAYS.

Postmaster Otto M. Purdon of Marshall, Ill., makes a public appeal for good roads for the carriers in that vicinity, says the Motor News. He says:

"The rural carrier is entitled to his mail six days in the week, and the carrier or his substitute will leave the post office every one of those days to serve him. Whether or not he gets around depends wholly upon the rural resident. If the roads be not in good condition he will be much slower, and if they be impassable he cannot make his trip at all. See to it now that the roads are in good condition for the spring. A bad stretch of road three miles this side may cut the carrier off."

"If the carrier can't cross that road he can't deliver his mail. So watch the roads on both sides. If a bridge should be washed out, don't wait two or three days, but notify the road board of such as Clark county, Ill., a stretch of road on one of the routes was washed out and was left in bad shape in spite of the protests of the carrier. Then he refused to travel it any longer, and the indignant patrons reported him to the postmaster department."

"An inspector was sent to look at the road, with the result that that portion was cut out entirely for good. Look out so that each one keeps up his share of road, and the carrier will do the rest."

## BENEFITS IN GOOD ROADS.

SUGGESTIONS FOR RURAL COMMUNITIES TO OBTAIN THEM.

Organize good road clubs. Get every association of business men, farmers, every newspaper, to push along the good roads movement. There are few other things more important to the people of agricultural communities and rural towns than the good roads proposition, says D. M. Carr in Home Trade Advance. It is something that every good citizen should be interested in. It is a question of the greatest elements of economy. Good roads throughout the farming districts of the country mean millions upon millions of dollars yearly saved to the farmers. They mean millions more in benefits to the rural towns. Every citizen should appoint himself a committee of one to work for the end to be attained by the co-operation of the national with state governments in the road improvement matter.

Don't be afraid to write to your member of congress, individually and collectively, and urge his support of the proposed measure for governmental appropriation for the needed improvement.

Talk good roads to your neighbor, join the people of your town in boosting local improvement and urge your representative in the state legislature to give support to any legislation that has for its aim better roads for the farming districts.

## SUNDAY TRAVEL TO PORTLAND

Increases and \$2.50 Round Trip Rate via A. & C. R. R. is Popular.

Travel from this city to Portland on Sunday at the low round trip rate of \$1.50 is on the increase and many enjoy that day in the metropolis each week. This rate will be continued throughout the winter and the volume of travel toward Portland every Sunday would indicate that the public appreciates it.

11-8-1f

## NOTICE.

Astoria, Ore., Nov. 23, 1906.

Notice is hereby given that the regular annual meeting of the stockholders of the Columbia River Packers' Association will be held at the office of the company at Astoria, Oregon, on December 18, 1906, at 11 o'clock a. m., for the purpose of electing directors and the transaction of such other business that may properly be considered.

GEO. H. GEORGE,  
Secretary,

11-29-10t

## NOTICE.

Notice is hereby given that the office of the Auditor and Police Judge of the City of Astoria will be kept open for the purpose of registering voters, between the hours of 7 and 9 o'clock p. m., on Tuesday, Wednesday and Thursday of this week. Registration books will be closed at 4 o'clock p. m. on Friday, December 7, 1906. All persons must register in order to be entitled to vote.

OLOP ANDERSON,  
Auditor and Police Judge of the City of Astoria.

Dated Astoria, Or., Dec. 3, 1906.

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Bee's Laxative Cough Syrup containing Honey and Tar, is especially appropriate for children, no opiates or poisons of any character, conforms to the conditions of the National Pure Food and Drug Law, June 30, 1906. For Croup, Whooping Cough, etc. It expels, Coughs and Colds by gently moving the bowels. Guaranteed.

Sold by Frank Hart's Drug Store.

Dade's Little Liver Pills thoroughly clean the system, good for lazy livers, makes clear complexions, bright eyes and happy thoughts.

Sold by Frank Hart's Drug Store.

## NOTICE OF MEETING OF BOARD OF EQUALIZATION.

NOTICE IS HEREBY GIVEN THAT special assessment roll number 129, made for the purpose of defraying the costs and expenses of improving Kensington avenue from a point ten feet east of the center line of 8th street to the west line of 11th street, has been filed with the Auditor and Police Judge, and numbered special assessment roll number 129, and that the committee on streets and public ways has been appointed a committee of the council to sit with the board of assessors to examine, correct and equalize the same, and that

Thursday, the 13th day of December, A. D. 1906, at the hour of 2 o'clock p. m., in the council chambers of the city hall, has been fixed as the time and place of the meeting of said board of equalization. All objections to said assessment must be presented in writing.

OLOP ANDERSON,  
Auditor and Police Judge of the city of Astoria.

Dated Astoria, Oregon, November 27, 1906.

10t

## NOTICE OF MEETING OF BOARD OF EQUALIZATION.

NOTICE IS HEREBY GIVEN THAT special assessment roll number 129, made for the purpose of defraying the costs and expenses of improving Niagara avenue from a point 17 feet east of the west line of 8th street to the center line of 11th street has been filed with the Auditor and Police Judge, and numbered special assessment roll number 129, and that the committee on streets and public ways has been appointed a committee of the council to sit with the board of assessors to examine, correct and equalize the same, and that

Thursday, the 13th day of December, A. D. 1906, at the hour of 2 o'clock p. m., in the council chambers of the city hall, has been fixed as the time and place of the meeting of said board of equalization. All objections to said assessment must be presented in writing.

OLOP ANDERSON,  
Auditor and Police Judge of the city of Astoria.

Dated Astoria, Oregon, November 27, 1906.

10t

## NOTICE OF MEETING OF BOARD OF EQUALIZATION.

NOTICE IS HEREBY GIVEN THAT special assessment roll number 129, made for the purpose of defraying the costs and expenses of improving Bond and Sixth street crossing, has been filed with the Auditor and Police Judge, and numbered special assessment roll number 129, and that the committee on streets and public ways has been appointed a committee of the council to sit with the board of assessors to examine, correct and equalize the same, and that

Thursday, the 13th day of December, A. D. 1906, at the hour of 2 o'clock p. m., in the council chambers of the city hall, has been fixed as the time and place of the meeting of said board of equalization. All objections to said assessment must be presented in writing.

OLOP ANDERSON,  
Auditor and Police Judge of the city of Astoria.

Dated Astoria, Oregon, November 27, 1906.

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## NOTICE OF MEETING OF BOARD OF EQUALIZATION.

NOTICE IS HEREBY GIVEN THAT special assessment roll number 129, made for the purpose of defraying the costs and expenses of improving 11th street from a point 17 feet east of the center line of 8th street to the west line of 11th street, has been filed with the Auditor and Police Judge, and numbered special assessment roll number 129, and that the committee on streets and public ways has been appointed a committee of the council to sit with the board of assessors to examine, correct and equalize the same, and that

Thursday, the 13th day of December, A. D. 1906, at the hour of 2 o'clock p. m., in the council chambers of the city hall, has been fixed as the time and place of the meeting of said board of equalization. All objections to said assessment must be presented in writing.

OLOP ANDERSON,  
Auditor and Police Judge of the city of Astoria.

Dated Astoria, Oregon, November 27, 1906.

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OLOP ANDERSON,  
Auditor and Police Judge of the city of Astoria.

Dated Astoria, Oregon, November 27, 1906.

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## MEN AND WOMEN.

Use Big 4 for unnatural discharge, inflammations, &c., of mucous membranes.

Take 10 grains of Big 4 every morning, or take a plain spoonful of the powder every morning.

Big 4 is a safe, simple and effective medicine.

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